

## **MINUTES OF THE MEETING**

**18 November 1999**

### Projects Reviewed

Convened: 8:30am

Marion Street Bridge  
Longfellow Creek Millennium Projects  
Urban Design Strategy  
9<sup>th</sup> and Terry Green Street  
Skagit Interpretive Design  
Queen Anne Standpipe  
Radford Court Apartments Street Vacation

Adjourned: 4:30pm

### Commissioners Present

Rick Sundberg  
Moe Batra  
Ralph Cipriani  
Gail Dubrow  
Jeff Girvin  
Nora Jaso  
Peter Miller  
Cary Moon

### Staff Present

John Rahaim  
Layne Cubell  
Kelly Rodriguez Walker  
Rebecca Walls

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111899.1      Project: **Marion Street Bridge**  
                  Phase: Schematics (Subcommittee)  
 Previous Presentation: 05 November 1998, Conceptual Design  
                  Presenters: Eric Beckman, King County Department of Transportation  
                  Ron Borowski, Seattle Transportation  
                  Tim King, WSF  
                  Kathleen Rossi, King County Department of Transportation  
 Time: 1.25 hr. (SDC Ref. # DC00016)

*This project grew out of KCDOT's (Transportation Planning) involvement with the interagency project—South Waterfront Redevelopment Master Development Plan—through a Memorandum of Agreement with the City of Seattle, Washington State Ferries, and the Port of Seattle to collaborate on the redevelopment of the Colman Dock Ferry Terminal and the surrounding south waterfront area.*

The Marion St. Bridge project is located along Marion St. between First Ave and the Washington State Ferry Terminal (Colman Dock) on Alaskan Way. This project is a partnership between King County Metro Transit, Washington State Ferries, and the City of Seattle (SeaTran). The proposed improvements would address existing ADA walkway access problems, safety and security elements, and make the entry to downtown Seattle more of an aesthetic gateway.

**Current Status:**

The project team members from the three agencies came to update the Seattle Design Commission on the project, which has lost a significant portion of its funding due to I-695 impacts. The current shortfall of approx. \$1.4 million has required King County (the lead agency) to suspend its involvement with the project at the 30% design level. None of the partnering agencies has agreed to take the lead at this time.

**Current Design Status:**

The improvements extend from the Colman Dock to Western Avenue (the western edge of the Commuter Building). The design was proposed as a cable stayed bridge crossing Alaskan Way and a row of single columns with a cantilevered walkway in front of the Commuter Building. A teflon industrial fabric cover was proposed for the bridge portion over Alaskan Way, but was not accepted by all the partners. The bridge cover would be uplighted at night. The team artist has designed a concept for the guardrails. Her concept draws upon the historical context of the marine setting, and would be incorporated in the final design documents.

**Discussion:**

**Cipriani:** I agree with Seatran regarding the weather protection component. I like the open, pedestrian friendly feel of the area and from a visual perspective, I prefer the cable stay system.

**Sundberg:** What are the ADA issues with regards to the bridge?

**Borowski:** The slopes on the existing bridge exceed a 1:12 ratio and therefore are inaccessible for many people.

**Sundberg:** Is there an opportunity to come up with a maintenance plan for the cable stay?

**Borowski:** The City of Seattle is responsible for the maintenance and they would like a multi-party agreement for a bridge maintenance similar to the Weller Street Bridge arrangement.

**Beckman:** The Weller St. Bridge maintenance agreement is a short-term arrangement until Sound Transit assumes ownership of the bridge. I am skeptical about King County Metro Transit agreeing to maintain a City of Seattle-owned right-of-way facility.

**King:** Without funding, this project is dead. There's no point in talking about maintenance issues.

**Rossi:** There are pre-existing conditions that will remain regardless of this project.

**King:** We really need to find better solutions for the high level of pedestrian and vehicular traffic in the area.

**Borowski:** Most of the pedestrian traffic is headed north.

**Cipriani:** We are very sensitive to funding issues. With regard to the future maintenance agreements, King County City Council has indicated their participation by having you take the lead. I assume that a considerable number of the pedestrians that exit the ferry will get on another form of transportation and leave downtown.

**Moon:** I love the design of the cable stay system and the historic elements but there seems to be an abrupt change in materials.

**Rossi:** The artistic components would provide a level of continuity.

**Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**

- **The Commission likes the cable stay approach and feels that it makes a great gesture toward the city;**
- **is sympathetic to the funding issues with the project and feels that it would be valuable to resolve as many of the issues as possible before the project is boxed up so that when it resurfaces with future funding, the team won't have to revisit them.**

111899.2      Project: **Longfellow Creek Millennium Projects**  
                  Phase: Briefing  
 Previous Presentation: 04 March 1999, Program Briefing  
                  Presenters: Denise Andrews, Seattle Public Utilities  
                                  Colleen Browne, Seattle Public Utilities  
                                  Cheryl Eastberg, Department of Parks and Recreation  
                                  Joe Neiford, Department of Parks and Recreation  
  
                  Time: .5 hr. (SDC Ref. # DC00019)

Longfellow Creek is part of the Seattle Millennium Legacy Urban Creeks Projects

*[Longfellow Creek on] Yancy Street is a five-acre park open space site where the creek flows above ground (daylight) for the last time before entering a 3,300 foot culvert emptying into Elliott Bay. It's also the first daylight area available to salmon swimming up-stream through the tunnel to spawn in Longfellow Creek.*

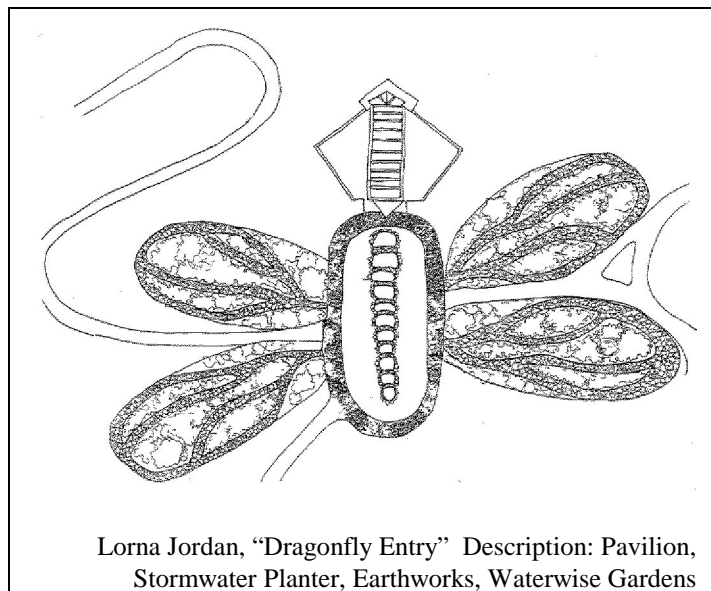
**Restoration Project:**

*Create a wetland pond to add detention capacity and improve fish habitat; create brackish water and rearing ponds; in-stream improvements will add gravel, rip-rap & boulders; remove invasive species & plant native trees and bushes along creek banks to prevent soil erosion; improve fish passage through a culvert under Genesee Street.*

**Potential Amenities:**

*Contour upland site, plant large trees; build wildlife viewing platforms, trails, educational signage, and art.*

The entrance to the Longfellow Creek Millennium Project is on 28<sup>th</sup> Avenue where a footbridge draws people in from the surrounding urban environment and leads them to the wetlands within the park. One of the goals of the Urban Creeks Legacy Projects is to “*restore natural creek habitat through in-stream improvements, removal of fish passage barriers, and control of peak storm flows.*” Fish habitats have been installed on a six-acre park at Longfellow Creek and the drainage system has been renovated. The project team is working closely with the artist Lorna Jordan to incorporate art components. The team also hopes to include an outdoor classroom space. One area of concern is with who will maintain the art components due to the real possibility of graffiti. The project team presented early concept drawings and explained their objectives for the site.



Lorna Jordan, “Dragonfly Entry” Description: Pavilion, Stormwater Planter, Earthworks, Waterwise Gardens

**Discussion:**

**Rahaim:** I’m sure you’ve learned a lot from Meadowbrook.

**Andrews:** We have.

**Rahaim:** There is a project in Renton that has a Lorna Jordan piece and it's holding up well.

**Browne:** We feel that we will have a lot of stewardship.

**Batra:** Meadowbrook has a lot of litter in the water. Is this a problem in the creek?

**Browne:** There is a natural pedestrian path through the project so it's always a possibility.

**Batra:** Is there a monitoring station that keeps track of the water?

**Browne:** Yes, it's in place now.

**Cubell:** What is the length of the trail?

**Browne:** I don't recall but the path heading north is ADA accessible.

**Moon:** This diagram seems to only show the art elements. It would be helpful to see the context in order to understand the relationships.

**Andrews:** Everything was removed from the site and we started from scratch. We would love to take the Design Commission on a tour.

**Sundberg:** The art pieces are wonderful but we are looking at them out of context. I agree that it would be helpful to see the contextual relationships.

**Girvin:** Meadowbrook is wonderful because it integrates all of the components so well.

**Browne:** We're preparing to wrap the site up for the winter. The Portico Group is working with the artist and we plan to finish the design concepts by next week.

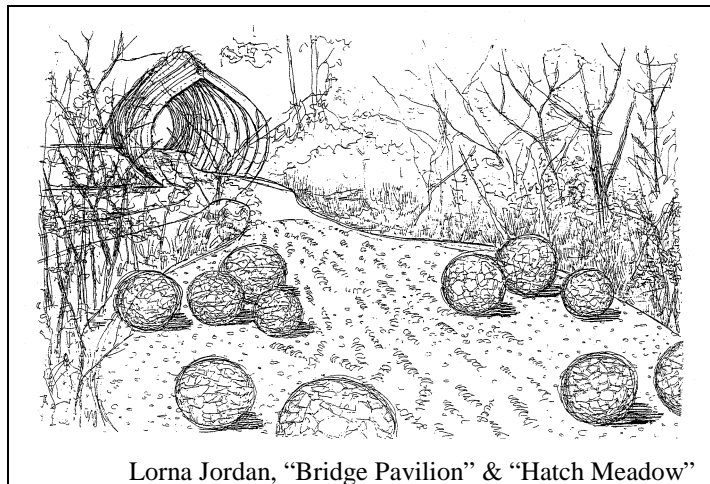
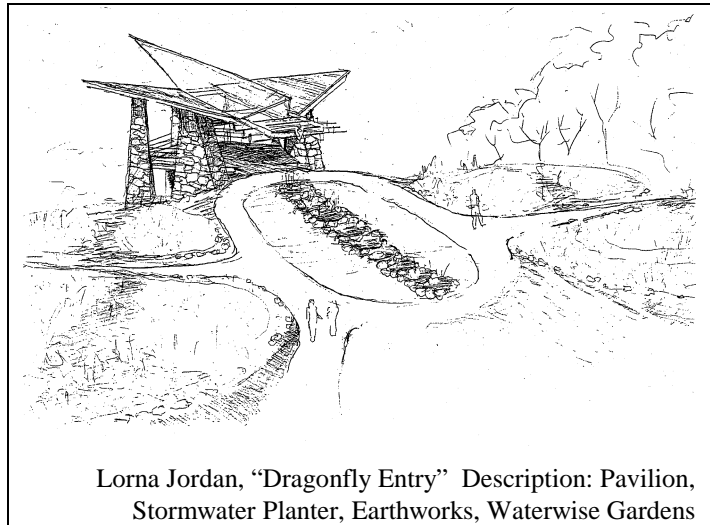
**Andrews:** The objective is to complete the project by Earth Day 2000 on April 20<sup>th</sup> or 21<sup>st</sup>. We would like to put together a week's worth of projects as part of the events.

**Neiford:** Seattle Public Utilities is heading all of the projects including Roxhill Park.

**Andrews:** We're also trying to add a few trails to the salmon river run.

**Action:** The Commission appreciates the presentation and makes the following comments and recommendations.

- The Commission commends the team on this project and its many components, and its relationship to other related projects;
- appreciates the level of sensitivity shown to the needs of the visitors and users;



- **supports the art and installation components and encourages the team to develop an art maintenance plan with the Parks Department;**
- **would like a better understanding of the project in its larger context; and**
- **looks forward to seeing the project again in a more complete stage.**

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111899.3      Project: **Urban Design Strategy**  
                  Phase: Briefing  
          Presenters: John Rahaim, Citydesign  
          Attendees: Marty Curry, Planning Commission  
                          John Eskelin, Department of Neighborhoods  
                          Ethan Melone, SPO  
                          Robert Scully, Citydesign  
                  Time: .75 hr. (SDC Ref. # DC00046)

The Urban Design Strategy Project represents an effort to scope out an urban design strategy for downtown Seattle. The team feels that the city needs to develop a strategic focus plan that is invested in the public realm, and is trying to determine how the private sector can knit the public and private together. Other than item six noted below under *Proposed Scope*, Citydesign would be the lead designers on all aspects of the project.

*Proposed Scope*

1. *Identify key destinations and attractions*
2. *Define connections and relationships between destinations*
3. *Develop Public Process Plan, with DUCPG*
4. *Identify current gaps in the [downtown] fabric*
5. *Identify opportunities for future development (public and private)*
6. *Design concepts (and obtain consensus) for key connections and important places in the public realm (consultants)*
7. *Set priorities for public investment*
8. *Establish implementation mechanism and schedule*

*Methodology to date*

1. *Gaps and opportunities: review of existing plans to determine validity, summarize results; approximately 20 to be completed by November 30th.*
2. *“Xrays” of current conditions, through GIS maps; first draft of approximately 25 maps completed.*
3. *“Synthesis” Maps: Relationships between key components showing connections and key places.*

<i>Areas of Special Concern</i>	<i>Status</i>
1. <i>Denny Triangle open space plan</i>	<i>partially underway</i>
2. <i>Waterfront Plan</i>	<i>NA</i>
3. <i>Streetscape standards</i>	<i>NA</i>
4. <i>View analyses</i>	<i>NA</i>
5. <i>Green Street design</i>	<i>partially underway</i>
6. <i>Conservation Plan</i>	<i>NA</i>
7. <i>Street Vacation/Skybridge Policies</i>	<i>2000 staff work plan</i>

The Downtown Urban Center Planning Group (DUCPG) is paying for a large part of this project which has a very limited budget. Although certain areas of the downtown will not change because historic considerations, Citydesign is in the process of determining where the viable opportunities do exist. Further, the mayor wants the team to consider the connections to neighborhoods such as Beacon Hill. Along the same lines, the mayor is appointing a team to look for ways to connect South Lake Union and Elliott Bays.

In an effort to visibly illustrate the different relationships in the downtown area, the team is creating a series of base maps using GIS map technology. For example, one map shows the historical area from 1901-1950 and another shows the relationship of green spaces. They are questioning what type of city investment should be made. As the team identifies the gaps, they will need to take a strategic approach toward determining what the critical areas are and where they can make small interventions.

### **Discussion:**

- Girvin:** As a resource, you will look at a lot of the neighborhood plans. What will you do when you're strategy conflicts with them?
- Rahaim:** My sense is that any potential conflicts will arise with regards to transportation issues.
- Eskelin:** The other issues have to do with neighborhood boundaries.
- Rahaim:** Part of the reason for doing this work is because a lot of the spaces we're looking at have been left out of the neighborhood plans.
- Cubell:** I know there is an existing master plan for the hospital and institutional area on First Hill; it would be interesting to map this location.
- Rahaim:** The Port is also pushing for a Broad Street overpass and there should be an intensive urban design element in these areas.
- Curry:** I'm sure the First Hill community would welcome some guidance on their master plan.
- Moon:** I encourage you to take a strong position on weaving the wild space back into the downtown area which was originally designed without any concern for this element. This proposal needs to set a standard future designs for public space because this is our one chance to make a statement. You should also consider using new and inventive graphic devices to uncover different solutions that speak to the future of Seattle.
- Girvin:** Also, consider the quality of the spaces from a spatial perspective.
- Cipriani:** The transportation issues are divided and a lot of them involve circulation and connectivity downtown. The boundaries between Seattle and other regions will become more critical. Our current system does not meet basic needs. The Monorail doesn't serve as a local or regional system and in the long run, new space financing and tolls will become a reality. Neighborhood boundaries will also become more important. I encourage you to carefully consider the transportation elements on the plan.
- Rahaim:** We're anxious to do the work that will inspire a dialog.
- Curry:** The Planning Commission has discussed downtown Seattle as a regional condition. A lot of people don't identify with the downtown area and we want to encourage the perception of the downtown as a vital creative center.
- Moon:** You should also make an effort to recapture teenagers.
- Sundberg:** I was disappointed when the mayor decided not to fund an urban design strategy outright in a comprehensive fashion.
- Rahaim:** We still have a European model in our head for consistent unified space and Seattle doesn't fit into it.
- Sundberg:** You're right but the fact is that we operate under a very different set of principles. How do we make an "American" urban design?
- Curry:** We're creating these spaces over time and we will have on-going opportunities.
- Action:** **The Commission subcommittee thanks you for the presentation and looks forward to future updates.**



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111899.4    Project: **Ninth and Terry Green Street**  
                  Phase: Conceptual  
                  Presenter: Brad Kurokawa, Nakano Associates  
                                  Andy Mitton, Nakano Associates  
                  Attendees: Lyle Bicknell  
                                  Ethan Melone  
                  Time: .75 hr. (SDC Ref. #DC00142)

The 9th and Terry Green Street project is located between Pine and Denny Streets and 9th Avenue and Terry Street. The team generated a brief analysis of the area and worked with the Denny Triangle community before developing a conceptual design—focusing mainly on Ninth Avenue and Terry Street. The seemingly remote site is strongly impacted by a transportation corridor and is zoned for high density. The team is trying to determine how the project can make a connection to the Convention and Westlake Centers. Primarily, the team is trying to create a pedestrian “couplet” from Terry Street to downtown. The team is looking for ways to tie the length of the street together and to create pedestrian friendly spaces. Some viable concepts incorporate paving patterns, planters and outdoor cafes. Large building heights in the area make natural light an issue. Also, Metro needs to have a bus staging area on the site between Pine and Pike Streets.

The team has developed three schemes with travel lane widths of 12 feet. The first looks at how much sidewalk can be captured; the second integrates wider sidewalks and angled parking; and the third incorporates parallel and angled parking. The community has questioned how much parking they are willing to live with and the 65 foot right-of-way on the site makes it a challenge.

### **Discussion:**

- Girvin:** I think it’s a great opportunity given that the auto circulation is perpendicular to the pedestrian circulation in the area, and I can’t believe that Terry Street is the only street that Metro can stage buses on. Part of the bus transportation plan should be to look at the area. It is contradictory to the notion of green streets to have buses staged on them.
- Mitton:** Metro wants to stage a major bus route that moves up Virginia in this area.
- Kurokawa:** Because of the major traffic arterials in the area, we have to work within this framework. We need to address the bus staging area but are currently concentrating our efforts on the north end.
- Girvin:** As a Green Streets demonstration project, those two blocks are important.
- Melone:** The number three bus terminates at Rogers park on Queen Anne Hill and there is basically one lane of travel. Maybe this is something worth pushing Metro on. It’s not convenient to weave through a green street but maybe they should look at the way it’s been done elsewhere.
- Cipriani:** Regarding the parking, when you look at the future of the land and an increase in density, consider how much parking you will “psychologically” need. When people see that there is parking and the traffic is flowing, they feel better about their environment.
- Moon:** Also, when you’re at the point of choosing materials, try not to be too precious.
- Bicknell:** We want to make the streets significant and unique. Do you have any thoughts on how to thematically link them?
- Sundberg:** I think it’s about the modulation and you should look for landscaping opportunities.

**Cipriani:** I encourage you to carefully consider the traffic signal fixtures. Look at how other cities use them to incorporate character. The public infrastructure can help unify the area. You should also consider various pavement alternatives.

**Moon:** I'm thinking about the area at night and perhaps you can put lights in the trees.

**Sundberg:** No, the trees don't like it.

**Bicknell:** Rick's right, I think you break dormancy when you force them to be lit at night.

**Cipriani:** Consider incorporating bookstores that provide places of pause such as in Paris or Rome. Places where you feel like you're on the street. I'm encouraged that Green Streets can have an identity. The third scheme is a disadvantage but the first and second are useful.

**Girvin:** The triangle is a tough issue. You need to buffer the site from traffic while maintaining visual and physical accessibility.

**Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**

- **The Commission feels that the team has made a great start and supports the efforts to develop a green street at this location.**
- **encourages the team to pursue alternatives where pedestrian circulation is the dominant feature on the street;**
- **suggests that the team carefully considers street details such as paving;**
- **encourages the team to work with Metro to determine the best way to work with the bus staging area;**
- **supports the team's focus on the two blocks between Lenora and Denny as a start; and**
- **urges the team to incorporate public art on all levels of the project.**

111899.5 COMMISSION BUSINESS

- |                  |    |   |
|------------------|----|---|
| Action Items     | A. | Minutes of the October 21 <sup>st</sup> and 28 <sup>th</sup> Meetings   |
|                  | B. | Timesheets  |
| Announcements    | C. | City Hall Public Meeting, December 16 <sup>th</sup> , 5:30 p.m. at the First United Methodist Church / Cubell |
| Discussion Items | D. | LRRP / Sizov  |
|                  | E. | Design Center Open House, November 16 <sup>th</sup> 5-7 / Rahaim  |
|                  | F. | December Schedules / Cubell   |
|                  | G. | Holiday Celebration / Cubell  |
|                  | H. | Consultant Selection, South Lake Union Wharf / Cubell   |
|                  | I. | Fire Department Facilities Master Plan / Rahaim   |

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111899.6      Project: **Skagit Interpretive Design**  
                  Phase: Schematic (Subcommittee)  
          Presenters: Beth Blattenberger, Seattle City Light  
                          Isaac Marshall, AldrichPears Associates  
                          Ronald Pears, AldrichPears Associates  
          Attendees: Lynn Best, Seattle City Light  
                          NancyEllen Regier, Executive Services Department  
          Time: .75 hr. (SDC Ref. # DC00121)

*The Skagit Project is comprised of dams, powerhouses, trails and towns—many open to the public. The Newhalem Visitor Center is the epicenter of the visitors' experience, where the overall project is explained and links are provided to other locations, including trails, dams, powerhouses, towns and the river itself. The interpretive design and contents will blend humanities, science and technology to create environments that successfully engage and nurture visitors' love of learning in public environments.*

The interpretive graphic designers for the project will be the firm of AldrichPears Associates. The team will provide basic planning and organizing of the interpretive stories for each site. The goals and objectives the project team has established with Seattle City Light include a welcome and orientation component and a design that improves the visitor's knowledge of Seattle City Light's role in the history of the project. The overriding theme will be to incorporate a visual key to Seattle City Light's presence in the Skagit Valley. As part of this project, seven sites will be developed: the visitor's orientation hub; the Skagit Information Center; the Newhalem Creek Powerhouse; the Gorge Powerhouse overlook; the Diablo Powerhouse; the incline lift waiting area; and the Ross Powerhouse.

The team's approach to graphic design draws upon "different layers of presentation" that includes: "conceptual, graphic interactive, emotional and physical." Within each of the graphic displays is a "hierarchy of text" that includes: "header, precis, subheading, tertiary heading, body and sidebar." Sub-themes will include technology, history and past environmental stewardship. There will also be a "hierarchy of information" in the displays. The graphic displays will incorporate color, high resolution photographs, and illustrations.

The exterior design will incorporate a modular sign system in three standard sizes; porcelain enamel steel panels; and painted aluminum support structures. Indoor designs will also include a modular sign system; a combination of materials for display; and graphics integrated into the architecture. Also, orientation and rail mounted displays will be included in all of the projects.

There are five outdoor exhibits and three indoor exhibits included in this project. All of the projects are easily accessible with the exception of Ross Powerhouse, which is reached only by boat, and Newhalem Creek Powerhouse, which is reached by a trail. Two of the indoor exhibits will be open only to scheduled tours. The graphic's team has been working on the project for one month, sorting through basic planning issues. They have worked closely with Seattle City Light and have come up with a project scope. They have determined that all pre-design work will be completed by the end of 1999.

No interior work will be done on the Gorge Powerhouse but the landscape architecture firm of Jones & Jones is working on the parking area. The Diablo Powerhouse was designed as a showpiece for the project. The lobby area includes a fountain and historical interpretations depicted on the walls. Further, there is a powerhouse viewing gallery on the third floor. The team is planning to incorporate moveable sign elements. The incline lift waiting area will have signage pointing up toward the lift and toward the town. At the Ross Powerhouse, worker's stories are interpreted on the walls.

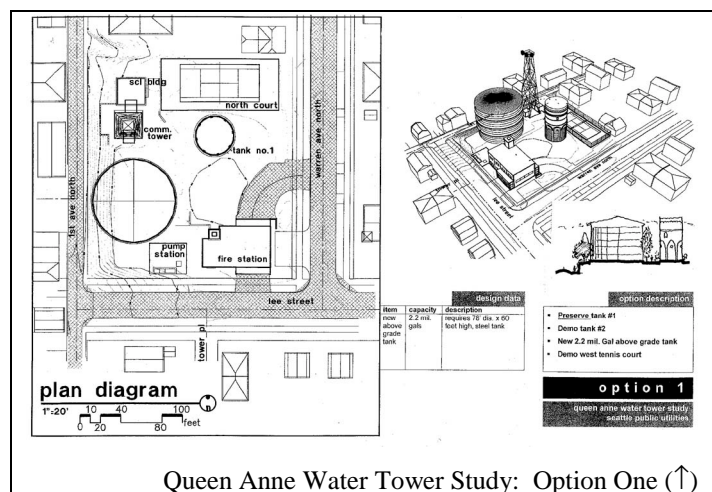
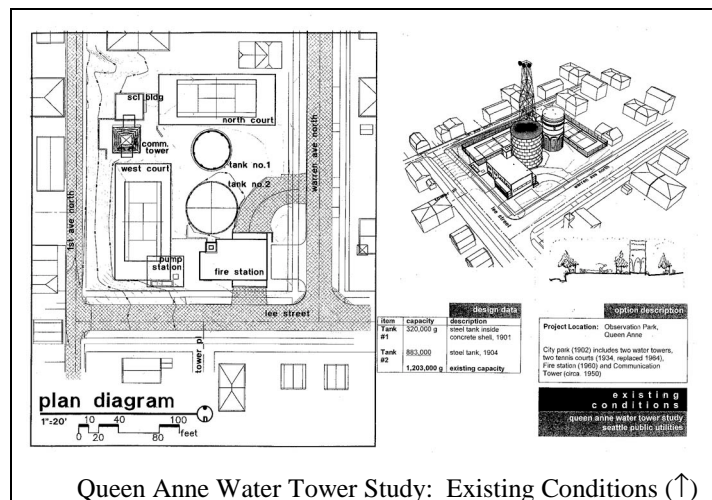
**Discussion:**

- Batra:** Will the interpretive panels be graffiti resistant?
- Pears:** Yes.
- Girvin:** I like your observations regarding the interactive component. How will you deal with the poor lighting in many of the interior spaces?
- Marshall:** We will perform some site tests but we don't have room in the budget for supplemental lighting.
- Pears:** How about case lighting?
- Marshall:** There may be some opportunities for that but we will have to wait and see what the tests show. The lighting is uncomfortable and noise may also be an issue.
- Batra:** What age group is the text on the graphics geared toward?
- Marshall:** The hierarchy of text speaks to that. Portions of the text on each board that will appeal to a broad spectrum of visitors as well as the tactile quality of the outdoor porcelain models.
- Pears:** The headings will do a lot of the work of pulling people in from a number of age and interest perspectives.
- Moon:** I encourage you to use actual tools and materials from the site; they're much more effective than a photograph. Also, you may want to incorporate some of the political history of the project such as the circumstances under which the dam was built. Consider presenting the power of the history without being apologetic.
- Jaso:** Also, it would be interesting to incorporate some of the large objects into the signage; you could mount information on them.
- Cipriani:** You might also want to interpret what these facilities represent in reality and how they address the daily needs of the citizens of Seattle.
- Marshall:** We address these issues in the sub theme: "Environmental Stewardship." We also include key plans that point to Seattle and the region.
- Girvin:** You've done a good job of identifying what this project is about at an early stage.
- Action:** **The Commission appreciates the early presentation and makes the following comments and recommendations.**
- **The Commission commends the team on the quality of work at this early stage;**
  - **encourages the team to maximize the environmental stewardship theme and incorporate authentic interpretive elements;**
  - **would like to see the project again when the schematic designs are complete; and**
  - **looks forward to seeing how the project will evolve in the future.**

111899.7      Project: **Queen Anne Standpipe**  
                  Phase: Conceptual  
 Previous Presentation: 18 December 1997, Briefing  
                  Presenters: Aziz Alfi, Seattle Public Utility  
                  Susan Black, Susan Black and Associates  
                  Jon Gierlich, Project Artist  
                  Marcia Iwasaki, Seattle Arts Commission  
                  Steve Sutherland, Miller/Hull Architects  
                  Attendees: Beth Chave, Department of Neighborhoods  
                  Laurel Harrington, Seattle Public Utilities  
                  John Hennes, Queen Anne Historical Society  
                  Judy Williams, Queen Anne Neighborhood Resident

Time: 1.0 hr. (SDC Ref. # DC00125)

The Queen Anne Standpipe project is located between First Avenue North and Warren Avenue North and Lee and Comstock Streets in the upper Queen Anne neighborhood. The purpose of this project is to replace the two existing water tanks on the site with a single tank, and to install an underground pump station. The site currently has a variety of programs including, a City Light communications tower, two public tennis courts, and a fire station. The project team started working on the project in 1993. The catalyst for the project was the need to increase the storage capacity of the water tanks. There is also concern for possible earthquake failure of the 100 year old tanks that are located near single family homes. The tanks are hydraulically linked to Volunteer Park and due to zoning restrictions, are limited to a 60 foot height.



The original project proposal called for a single tank in the center of the site. One of the existing tanks has been deemed a landmark and the team is conducting a study to determine the potential for renovation. They have determined that they want to break down the mass of the tower.

However, a series of smaller towers will require more space on the already crowded site. An underground water solution would not work because pumping would be difficult. One option proposes to recess a 75 foot tank partially below ground which would afford the opportunity to minimize its diameter. This option would require the removal of the existing tennis courts.

Another option calls for three tanks which would require the removal of the existing communications tower. However, because the tower serves several users that rely on it, it's less of a viable alternative. Another concept adds a tank that is partially submerged but leaves two of the existing tanks where they are. There is also a possibility that the tennis courts could be relocated to a nearby school which would open up the site.

The project artist, Jon Gierlich, came on board in March 1999. As part of his research process and in an effort to understand the full notion of a vessel (or water tank) Gierlich has asked, "What is a vessel? It is a socially collective form that contains and distributes surplus." Gierlich has looked to images such as a Salish basket that he feels represents a durable form and is an optimum example of a visual and physical articulation of a vessel.

Additionally, Gierlich has examined a

Martin Courier sculpture as a vessel without an entrance or an exit. Gierlich is also looking at the viability of restoring an observation deck that used to be on the tower.

The team is trying to meet the needs of the large number of users on the site and the demands of the project. They have determined that the fire station must remain and although one of the tanks has been landmarked, they are unsure if it can be structurally restored.

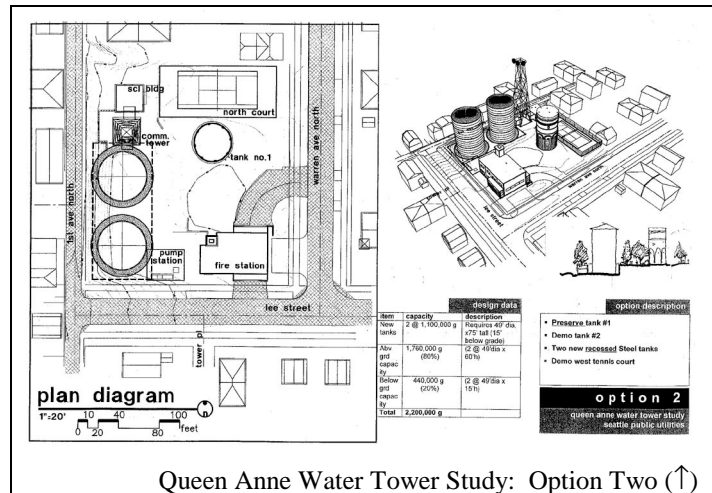
Steve Sutherland of Miller Hull Architects discussed the options that the design team has explored and provided graphic presentations of the options as shown in these minutes.

#### **Discussion:**

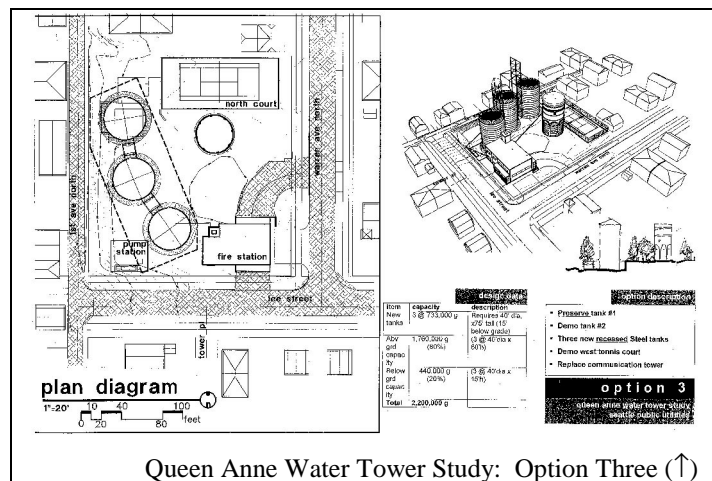
**Jaso:** How do you landmark something with a tentative future?

**Rahaim:** It means that the Landmarks Board has to be aware of and approve of any changes.

**Black:** We will know by the end of January 2000 where we stand.



Queen Anne Water Tower Study: Option Two (↑)



Queen Anne Water Tower Study: Option Three (↑)







- Jaso:** But, you should probably plan for the future, when the fire station will move, in your current design.
- Alfi:** You're right. We will have great opportunities for green space if it goes away.
- Moon:** We would like you to propose a concept for a site design.
- Alfi:** We've formed a citizen's advisory group that includes representatives from the site neighbors, the Chamber of Commerce, the Queen Anne Historical Society and the Queen Anne Community Council and we meet periodically to get feedback. It has been very helpful.
- Jaso:** Once you work through the property issues, I encourage you to take a decisive stance and to come back for our support.
- Sundberg:** I think you've done a great job of addressing the issues we discussed a year ago. The components are beginning to fit the scale and we can look forward to a fine project.
- Alfi:** One comment from the last meeting was that we need more space at the site because it is so crowded. We explored the possibility of obtaining more land, however the cost of houses in the area is approximately \$350,000 each (in 1999) which cancels adjacent lot acquisition out as a viable option.
- Action:** **The Commission appreciates the presentation and makes the following comments and recommendations.**
- **The Commission feels that the team has done a great job of reopening and reexamining the project and for bringing all of the stakeholders together;**
  - **commends the team on the level of outreach and coordination of the design;**
  - **agrees that a cluster of water tanks is preferable to a single large water tank;**
  - **supports the on-going dialog with the Parks Department to work toward the relocation of the tennis courts in order to maximize open space;**
  - **underscores the notion of the development of a master plan that considers the future of the site without the tennis courts and fire station; and**
  - **encourages the design of the water tanks as a sculptural piece and supports including the artist as a key member of the design team.**

111899.8      Project: **Radford Court Apartments Street Vacation**  
                  Phase: Conceptual  
                  Presenters: Dayna Dealy, Lorig Associates  
                  Andrew Hoyer, Mithun Partners  
                  John Turnbull, Lorig Associates  
                  Attendees: Beverly Barnett, Seattle Transportation  
                  Jake Cormier, Jones and Jones Architects  
                  Moira Gray, Seattle Transportation  
                  Vince Lyons, Design Construction and Land Use  
                  Eric G. Parsons, Seattle City Council

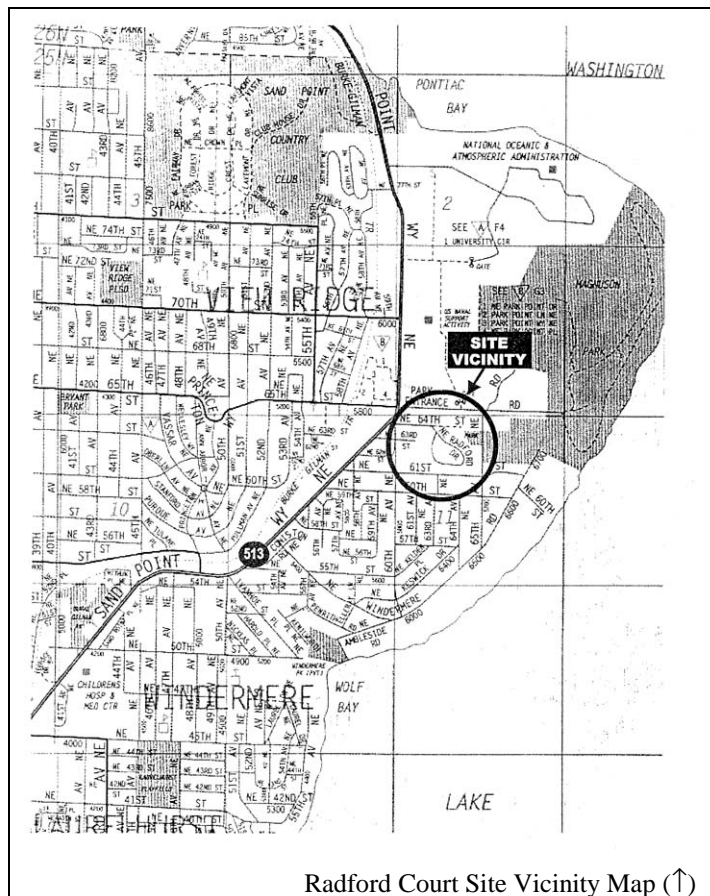
Time: 1.0 hr. (SDC Ref. # DC00136)

*The University of Washington, owner of most of the property surrounding Sand Point Homes, has requested a street vacation of NE Radford Drive and a portion of NE 64<sup>th</sup> Street. The University offers student housing for married couples and their children in the housing complex [on Radford Drive] built in the 1940's. The University plans to redevelop the site, and the proposed street vacations will facilitate an increase in the number of housing units.*

*The site is located directly south of the former Sand Point Naval Air Station and Magnuson Park which also forms the eastern boundary of the site. To the south, the site is bounded by NE [61<sup>st</sup>] Street and to the west by Sand Point Elementary School. The 24-acre site contains 70 multi-family structures built to serve the Sand Point Naval Air Station. The site is primarily zoned Lowrise 3 (L3) while the northeast corner is zoned Single Family 7200 (SF7200). The proposal includes a partial re-zone, replacement of the existing 234 units, an addition of 166 units for a total of 400 units and related parking. The housing types range from two-story townhouse units, to three story apartment buildings. Accessory structures include a child care facility and a community meeting room.*

*The proposed street vacation has two elements.*

- A. *Redevelopment of Radford Drive to the standards for private streets serving multi-family developments.*
- B. *Termination of street access to the property at NE 64<sup>th</sup> and redirecting primary access to NE 65<sup>th</sup> Street.*

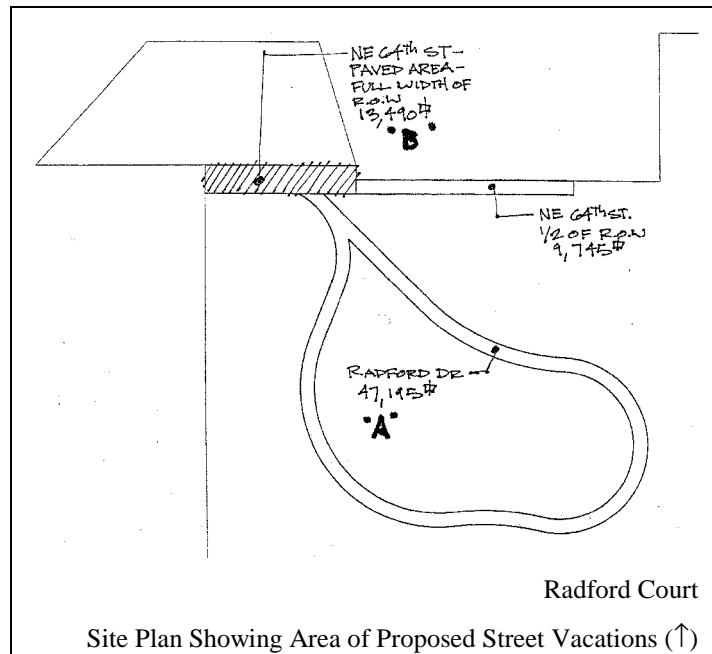


Radford Court Site Vicinity Map (↑)

The neighboring community takes advantage of the ample green space on the sloping site and as such, the project team wants to maintain the landscaped and wooded features. There are no utilities or right-of-ways located on the site. Further, there is currently no garbage pick-up in the area and the residents have to walk their garbage up five flights of stairs to 61<sup>st</sup> Street. The proposed design follows standard design guidelines for multifamily streets and without a street vacation, the project will be unable to proceed and the buildings will continue to deteriorate.

The team's current proposal for an alternative to a vacation of Radford Drive is to: *"Designate the dedicated right of way as an alley serving the interior of a property bordered by public streets. Propose design standards as enhancements and upgrades to minimum standards for alleys to a level consistent with that of a private street."* These principles are loosely based on the Holly Park guidelines and direction from the Department of Design Construction and Land Use (DCLU).

The local community has expressed some concern about the increase in traffic on 65<sup>th</sup> Street that this project would create. Demands on the road are greatest when school is in session but 70 percent of the people who live at Radford Court take the bus. The project team's intention is to upgrade Radford Drive to make it work more efficiently. Additionally, there are currently 150 parking spaces for 220 cars and the project team hopes to add enough stalls to alleviate congestion on and around the site. The proposed street circulation would serve residents and provide daily local use.



### **Discussion:**

- Jaso:** What are your ADA provisions?
- Hoyer:** We have included 20 accessible units in a flat area that is close to the bus stop.
- Turnbull:** Radford Drive serves few functions as a public right-of-way. There are no utilities under or above the site and there is no sidewalk in the right-of-way. To meet the requirements for an L3 zone, over 65 trees would have to be removed and a continuous sidewalk would be mandatory. We would also have to add 191 stalls of parking and do away with 90 percent of the green park space. Our proposed site plan preserves over 80 percent of the trees.
- Girvin:** How do you access the bus stop?
- Turnbull:** We're hoping to provide a network of paths that afford circulation through the site and that lead to the bus stop. It would be difficult for us to build this project under L3 and make it affordable.
- Batra:** Where are the utilities?
- Hoyer:** Water comes in from the west and southwest corner and the electrical lines run above the site.
- Batra:** If the utility department needs to access the utilities, do they use an easement?

- Hoyer:** The University is responsible for the maintenance.
- Jaso:** Has the fire department commented on your proposal?
- Turnbull:** They haven't seen it yet.
- Cubell:** Has the parks department approved this plan as being compatible with Magnuson Park.
- Turnbull:** Yes they've reviewed it.
- Jaso:** I'm not sure this is a street vacation issue. What is the public benefit?
- Rahaim:** They are vacating the street and if granted, it will no longer be a city street.
- Jaso:** Why can't it remain a public street under different development standards?
- Girvin:** If the University is willing to take over the maintenance, then why maintain it as public street?
- Cipriani:** That's what they're trying to do without having to adhere to city standards.
- Turnbull:** Actually, it would still be a public street.
- Jaso:** But it could be privatized and I don't see the public benefit in that.
- Ciprianai:** The benefit is to provide affordable housing to married students with children. Nothing is being taken away from the public.
- Turnbull:** Think of this project as adhering to the conditions of an alley.
- Sundberg:** But you have to make sure that emergency and service vehicles can easily get in.
- Jaso:** We all think that the project is a good one, but I'd like to know what the public benefit would be. If this project was in the hands of a private developer, we would ask what the public benefit would be.
- Sundberg:** We're looking for an urban design element. This student community has a responsibility to knit itself within the larger neighboring community.
- Lyons:** We have had two meetings with the project team and are trying to coordinate with other city agencies in the review of this project. The team needs to show how Radford Road will work with the housing in the area. Topography, traffic, trees and other code issues would have to be agreed upon.
- Barnett:** This project raises some challenging questions from a street vacation perspective. It is proposing to convert a public resource to a private one while adding density. We're also trying to evaluate what the public benefit is. The street regulations are the only means we have to determine a safe way for people and vehicles to move through the area. We need to provide public safety amenities like emergency vehicles for 400 residential units. What kind of infrastructure do we need for the area? We need to answer some general policy questions about privatizing the street.
- Sundberg:** The issue of public safety needs to be addressed first. We would like to hear from the Fire Department about what they need and then determine the road type and scale.
- Jaso:** You need to show how this project will benefit residents and neighbors.
- Moon:** If you can also show the network of recreational spaces within the site and surrounding context in order to illustrate the public gathering spaces.
- Cipriani:** I strongly encourage you to continue access up to Northeast 65<sup>th</sup> Street and Sand Point Way Northeast. We really need to minimize new access points on major arterials.
- Jaso:** The argument to preserve existing trees on the site is a valid one.
- Turnbull:** We don't want to privatize or vacate the street. Because of the numerous design departures that we think would be required for an L3, we felt that this process was more efficient.
- Sundberg:** The Commission would like some verification of the life safety standards for the area and then we need to have another discussion about what the other site issues are.
- Girvin:** I do understand the logic behind the circulation but you need to figure out if it works. You also need to provide a public benefit component.

**Action:** The Commission appreciates the presentation and makes the following comments and recommendations.

- The Commission supports the circulation connection to Northeast 65<sup>th</sup> Street especially with the proposed additional vehicles;
- supports the preservation of mature trees on the site;
- wants to reserve judgement on the appropriateness of loop circulation and parking until we have heard back from the emergency services and the parks department;
- supports the Design Review comments regarding the character of the off-street parking and the effort to diminish the impact of the automobile as it relates to the street and residential units;
- needs to understand how the public will benefit from the project;
- needs clarity of whether proponent will require a street vacation or street use permit since different considerations will apply; and
- encourages the option for pedestrian and bike circulation by the neighboring community through the project.